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THE BARNACLE

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◆◆ VOL. 2 NO. 21 ◆◆
NOVEMBER 7 - NOVEMBER 20, 1991

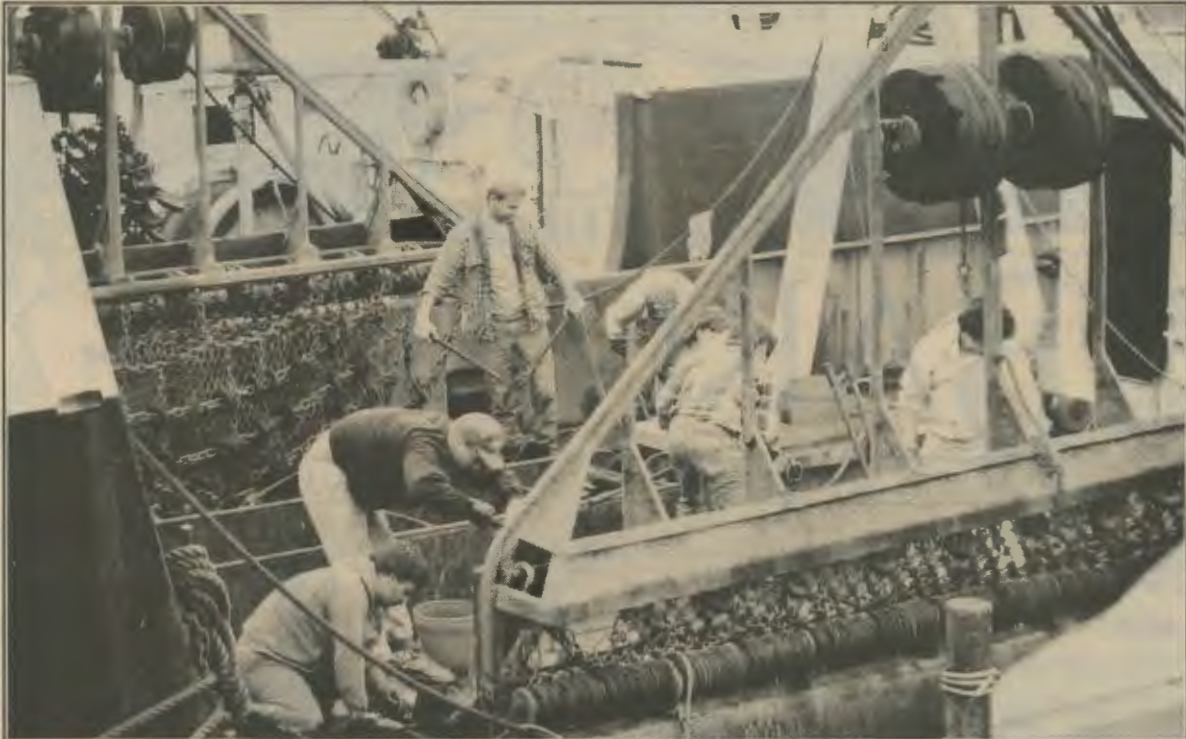


Photo By Gary Golas

The crew of the F/V Nordic Pride are busy with the gear work before the vessel shipped out on November 1st. They were among hundreds who were in port due to the big Halloween storm.

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PUBLISHER NOTES

By Gary S. Golas



Now that the new safety regulations are put into effect, it may also be the best time to call for new policies by the Coast Guard regarding at-sea boardings. We hear it again and again about how these boardings taking up valuable fishing time as Coast Guardsmen go about their business looking for safety and fishery violations...deep out at sea.

It just may be the best time to establish a program for dockside inspections rather than far out at sea. This way it'll be safer and much more cost effective. Fishing vessels owners I've talked with think its a great idea.

Since we have a new man at the helm of the First Coast Guard District and now that Washington has pledged to beef up boardings, it may be high time for everyone to agree that dockside inspections make much more sense!

Cover Photo: The crew of the F/V Luzitano couldn't wait to head out to sea after the big Halloween storm forced them back in. They also couldn't wait to get their picture on the Barnacle Magazine. The crew included Arthur Wilkinson, Dean Haslam, Robert Jesus-Engineer, Allen Blankenship, Jody Masse and Tim "Ice Pick" O'Sullivan.

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Ship to Shore....messages from offshore and home

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- 11/9 BENNY RAPHAEL - CARLOS
SEAFOOD
M.L. BARON
- 11/10 MY MENTOR ON THE WATER FRONT
"GARY GOLAS" EDITOR OF
THE BARNACLE
- 11/11 CAPT WOODY BOWERS - RET.
FIVE LLEN MARIE
- 11/12 JOHN NUNES F/V OSPREY
(Wife Lynn, Son JJ & Dog SCAMP)
- 11/13 JIM FARNEY F/V PROSPECTOR
- 11/14 CARLOS FREITAS - MATE ON
F/V NIAGRA FALLS (Wife & CHILDREN)
- 11/16 WAYNE MARNICK F/V GERTRUDE D
(Wife DIANE, DAUGHTER HEIDI, MOM & DAD)
- 11/17 ROSARY DO CARMO - WIFE OF
MIKE - F/V LUCKY VENTURE
RANDY COSMO - F/V BOUNTIFUL
- 11/18 DEA FREID - NMFS

Special Thanks to WNBH's Larry Oliveira for these messages. If you would like your message on WNBH call 996-3371

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Deadlines are the first and third Friday of each month for the preceeding issue.

NEXT ISSUE MESSAGES FOR PERIOD NOV 21- DEC 4
DEADLINE FOR THESE MESSAGES IS NOVEMBER 15

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Scallop Overfishing Definition Hammered Out

It looks as though fishery managers are close to settling on what definition they will use to define "overfishing" for the sea scallop industry.

A Planning and Development Team (PDT) of the Sea Scallop Committee of the New England Fishery Management Council has met in three sessions thus far to hammer out three issues as directed by its committee. Those areas include developing an overfishing definition, the impact of measures such as trip limits and layover days and thirdly what the impact of a days at sea regulation would have on the industry.

"The meeting on the 18th and 19th of November should tie it all up," said Louis Goodreau of the Council staff. Those dates are when the PDT plans to meet again.

The group hopes to present its definition of sea scallop overfishing to the Scallop Committee when it meets in Warwick Rhode Island on November 12th. During that meeting, the discussions will include the details of what went into developing such a definition as well as what the next steps will be.

"An overfishing definition is supposed to prevent recruitment overfishing and in this fishery that is difficult to determine," said Goodreau. Officials hope to develop a plan for public hearing presentation for full council approval in December and for public hearings in January or February.

Ernestina Sets Sail For San Juan Rather Than Bermuda

The Schooner Ernestina with 24 new trainees on board from the area's JTEC program has managed to sail around the large ocean storm and is on course to San Juan Puerto Rico.

That word came from Ernestina Commission Chairman Fred Littleton. The ship left the area bound for Bermuda at midnight on October 25. That was before the word of the than Hurricane Grace.

Two days latter the ship steered west and reported her position to be 35.5 North and 69. West. It was her intention to steer west of the hurricane which started moving northward. At 9:30 am on October 28th she was located at 36.5 North and 72.5 West.

On October 29th the Ernestina was reported at 9 Am to try and sail around the backside of the large storm at 34 North and 72 West. It was at that point that the captain and commission abandoned the of heading for Bermuda because there was a chance that the storm was going to double back at the tiny island.

At 9am on Oct. 30th she was reported at 31.5 North and 72 West. After a consultation with Captain Greg Swanson, it was decided that the ship would sail for San Juan. It would have taken the ship about one week to get to Bermuda.

The ship set sail southward. On October 31 she was located at 31 North and 69 West, on November 1 at 29 North and 67 West, on November 3 at 26.5 North and 66 West and at 23 North and 65 West on Monday, November 4.



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The ship is expected to arrive in San Juan on late November 5 to early November 6. Ernestina Director Joe Cardozo was in San Juan awaiting the ship's arrival.

The 24 trainees are part of the vocational training program which will take them to a number of ports throughout the Atlantic. That includes the Azores, Lisbon, Canary Islands, Senegal, Cape Verde Islands, Barbadoes and up the East US coast.. The trip is expected to take some six months to complete.

The Ernestina will stay in San Juan for about one week and than move onward. Littleton did indicate that some adjustments to the ship's schedule will be made but it is not known at this time what they will be.

The goal of the program is to return the trainees as well rounded individuals trained in Nautical Science, Maritime History and Cultures, Literature and Vocabulary of the Sea and Maritime Career Exploration.

Among the 24 trainees are ten members of the crew.



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Local Processor Presses On To Promote Skatewing Sales Locally

The recent skatewing giveaway promotion organized by Mike King of Fish Island Seafoods has so much potential it is only the "tip of the iceberg" according to King.

With the help of Bergies Seafood and six area fish markets, over 2,000 pounds of fresh skates were given away to the public last month in an effort to acquaint consumers about the fish. The giveaway included free samples of recipes developed by area chefs for the recent New Bedford Seafood Festival.

Skatewings are primarily exported to European countries for institutional uses in schools and hospitals. A domestic market does not exist.

Research, recently revealed has shown that skates along with dogfish or cape sharks make up 75% of the population on Georges Bank. Some scientists feel that the high population of skates and cape sharks has contributed to the downfall of traditional fish stocks. They also have urged government regulators to consider promoting the harvest and marketing of those species.

"I will keep working with the six markets and aim at getting eventually into the area's supermarkets," said King. He hopes the press will continue to write stories on skatewings.

During the October fish giveaway, up to 3 markets gave away skatewings in the first hours of their business. One shop had a line of people even before its doors opened.

King indicates his goal is to develop a domestic market where he can sell a good amount of fresh skate sales per week. Eventually he would like to see 50% of his plant's production handling the domestic market. That includes not only public consumers but institutional buyers such as hospitals, nursing homes and schools.

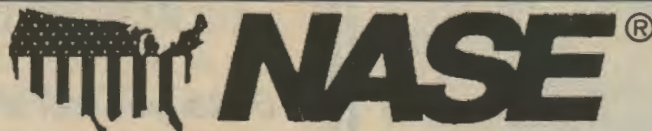
King says he has written to Congressman Gerry Studds and has invited him to tour the plant. Meanwhile he will continue to press on his public relations effort to acquaint others of the fish.

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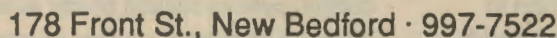
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An Excerpt From The Massachusetts Lobsterman's Association Newsletter

The sizing is similar to the way shrimp is sized, by number and it separates chicken lobster tails from larger tails and so on. The rest of the

Skip Greenlaw, manager of the Stonington Coop, indicated that at present, the processing operation may be able to remain profitable even if the price paid to fishermen for the soft-shell or cull lobster goes as high as \$3 per pound. If this proves to be the case, selling lobsters to be processed would mean that fishermen could

In Maine, it is legal to work with uncooked tails, because Law Enforcement does have a way to determine if a tail came from a legal lobster. Claws however are not legal in the uncooked form because it is very difficult to determine what size lobster they were taken from. Massachusetts law however would have to be changed to allow any of this processing to be done here.



What Seafood's Got That Pregnant Women Need

By Anne M. Fletcher, M.S., R.D., From The Seafood Source of the National Fisheries Institute

Myths about food and pregnancy have been around as long as women have been having babies. Historians have documented that in China, around 1155 B.C., pregnant women were warned about eating goat meat for fear of producing a sickly child; turtle meat would make the newborn shortnecked.

Surprisingly, in this modern day and age, a recent survey of more than 1,700 dietitians revealed that 1 out of 20 commonly hears patients say that they believe pregnant women should not consume fish and milk at the same meal!

Of course, there are no bases in fact for any of the warnings. To the contrary, there are a number of good reasons why pregnant women should make fish and shellfish a regular part of their diets:

◆ Fish and shellfish are excellent low-fat protein sources. The American Dietetic Association (ADA) recommends that pregnant women eat three, three-ounce servings of cooked fish, poultry, lean meat, or alternatives (like an egg or half-cup of dried beans) each day. The low-fat nature of seafood gives it a low-calorie edge for women who are trying to avoid gaining too much weight.

◆ Fish and shellfish contain beneficial omega-3 fatty acids which, when consumed by the mother, are transferred to the fetus through the placenta. Omega-3s can also be transferred to newborns via breast milk. A preliminary study done in premature human babies suggests that omega-3s may be important for optimal visual development early in life. This is supported by studies in rhesus monkeys (creatures with visual systems very similar to humans) who were deprived of omega-3s during fetal life and as infants. Compared to the monkeys fed adequate amounts of omega-3s, they could not see as well and had abnormal retinas. Thus, a number of nutrition experts recommend that pregnant and breast-feeding women eat fish regularly—at least twice a week—making special effort to consume oilier fish packed with omega-3s such as salmon, mackerel, herring and sardines. Lower fat fish and shellfish also contain omega-3s and, if eaten frequently, can contribute significant amounts of the important oils as well.

◆ Certain types of fish are among the few excellent non-dairy sources

of calcium. It often can be difficult for a pregnant or breast-feeding woman to meet the Recommended Dietary Allowance (RDA) of 1200 milligrams for calcium (approximately 4 cups of milk). The calcium-rich fish sources — salmon, sardines and mackerel — provided they're canned with bones provide between 200 and 350 mg of calcium per 3-1/2 ounce serving depending on the product. (The bones are edible because they are softened in the canning process.)

◆ Some types of shellfish surpass red meat when it comes to mineral content. A 3-1/2-ounce portion of cooked lean red meat provides about 3 mg of iron compared to the same amount of cooked clam meat which provides a whopping 28 mg of iron! Mussel meat has about 7 mg and cooked oysters contain nearly 14 mg of iron. Other good sources of iron from the seafood kingdom include crawfish, shrimp, sardines, and light, water-packed tuna.

◆ Seafood also can be a good source of zinc, another mineral that's needed in greater amounts during pregnancy and lactation. Oysters, in particular, are the richest food source

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of zinc. Other good sources are crab and lobster.

Seafood Safety Concerns For New Mothers?

Are there any special seafood safety concerns for pregnant or breast-feeding mothers? While it is known that certain types of fish, particularly *recreationally-caught* fish from polluted freshwater lakes, streams, and rivers or from polluted harbors near major metropolitan cities can contain substances such as polychlorinated biphenyls (PCBs) and mercury, it is important to note that the commercial fish supply—seafood available in supermarkets, seafood specialty shops, and

restaurants—is not harvested from these polluted waters.

According to Dr. Robert Price, Seafood Extension Expert with the University of California at Davis, "If a pregnant or breast-feeding woman consumes commercially harvested seafood, I don't think there's any reason for concern, particularly if she eats a variety [of species]."

"Although there have been no reports of problems from low levels of mercury exposure, it's probably wise for pregnant and nursing mothers to avoid eating these fish *every* single day," he adds. Dr. Price also believes that other types of commercially available fish do not pose a potential problem.

On the other hand, recreationally caught fish can pose problems for people who consume them frequently. Dr. Price points out that it's very important for people who enjoy sportfishing and consuming their catch to check with local public health officials or fish and game authorities to see if there are certain species of fish that they should avoid eating from local waters that may be polluted. These advisories are issued to warn pregnant women, nursing mothers and young children not to consume specific larger recreationally caught fish that may harbor potentially hazardous substances due to pollution.

It is also wise for pregnant and nursing mothers to avoid eating raw or undercooked fish and shellfish, especially raw oysters which may contain naturally occurring, but harmful bacteria and viruses. Adequate cooking kills bacteria and viruses in raw seafood. The Food and Drug Administration (FDA) advises cooking them. One method is to steam raw molluscan shellfish for six to eight minutes.



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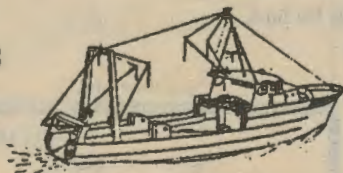
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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

Oct. 8, 1991/ 11:45 AM

The Chatham Harbormaster had notified the Coast Guard in Woods Hole that the F/V Wendy Jean, a 36 ft vessel out of Chatham with 2 people on board had put out a fast Mayday that it was on fire. He had heard only one Loran-C position line. No further transmissions were heard. A Coast Guard Aircraft was launched and another fishing vessel reported he had a fish spotter plane he was working with that could assist. The spotter plane established communication with the F/V Wendy Jean and it was reported that the electrical fire was out. The vessel was towed back to Chatham.

October 8, 1991/ 9:31 PM

The F/V Amazona, a 70' western rig stern trawler out of New Bedford reported itself disabled with a broken shaft 26 miles south of Nantucket. A mariners assistance broadcast was issued and drew negative response. A cutter towed the vessel to Nantucket Sound where it was relieved by the Tug Jaguar.

October 9, 1991/ 4:39 PM

Coast Guard Operation Center received a 406 EPIRB alert coming from approximately 50 miles east of Chatham. The EPIRB was registered to the F/V Elizabeth C. The indicative position for the signal was eight miles away from a Coast Guard Cutter and an aircraft. Upon investigation the aircraft determined that the signal was coming from a beacon on board the F/V Man O War, not in distress. The investigation indicated that the EPIRB had been recently purchased and hadn't yet been registered by the new owner. The beacon had been accidentally activated by a crewman and secured by the master. The master was instructed to re-register the beacon and a notice of violation was issued.

October 11, 1991/ 9:19 AM

The F/V White Dove Too, a 120' purse seiner from New Jersey called for medical assistance 28 miles east of Nantucket for a crewman suffering from abdominal pains, vomiting and was unable to keep liquids down. After the Flight Surgeon was briefed, he had

recommended a medevac by boat. A Coast Guard utility vessel met the subject vessel in Great Round Shoal Channel and transported the patient to Nantucket Harbor where he was transported to the hospital.

October 11, 1991/ 7:43 PM

Coast Guard Group Baltimore copied a transmission on Channel 16 of a female voice stating, "please respond we're 20 miles off the coast of Cape Cod we need your help. We're in the middle of a storm." Baltimore responded, but received no further transmissions from the caller. No information on the vessel or nature of distress was given by the caller. No Coast Guard units heard the call locally. An urgent marine broadcast was issued. Two fishing vessels operating east of Cape Cod indicated that they have been monitoring channel 16, but did not hear the call for help. The vessels indicated that the weather had been calm for three hours prior to and two hours following the call. The call was later evaluated to be a hoax.

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October 12, 1991/ 2:59 PM

The F/V My Three Sons, a 42' gillnetter reported that it was disabled due to loss of a rudder 30 miles east of Merrimac, Massachusetts. The vessel was taken in tow by the F/V Caroline Murray. That tow was relieved by a Coast Guard vessel which continued to tow it to Portsmouth, New Hampshire.

October 12, 1991/ 3:46 PM

An activated 406 EPIRB signal was received by the Coast Guard coming from the area of Eastern Long Island Sound/Block Island Sound. A Coast Guard vessel and an aircraft was launched to locate the source of the signal. When the helicopter arrived on the scene it briefly heard a 121.5

signal coming from the vicinity of Block Island. The signal then ceased and there was no response to an urgent marine broadcast. The EPIRB was likely secured when the owner realized it was activated.

October 14, 1991/ 9:21 AM

A 660' Polish container ship the M/V Stephan Stareski called for medical assistance 110 miles east of Nantucket after an 88 year old crewman had experienced a heart attack. Following a briefing, the flight surgeon recommended a evacuation by helicopter. The patient was delivered to Cape Cod Hospital where a pacemaker was installed.

October 14, 1991/ 3:29 PM

The Coast Guard received a report of a 40 year old lobsterman who got tangled in his lobster gear while he was hauling pots and was dragged overboard off Boone Island, Maine. The vessel began to motor in small circles attracting the attention of other fishing vessels in the area. Another vessel reported that they had recovered the operator of the vessel alive, but was suffering from hypothermia. The man was transported by boat to a waiting ambulance then to the hospital with a body core temperature of 87 degrees. The patient was reported to be stabilized and improving.

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Coast Guard Cutter TAHOMA Log

Report By Brenda Kerr, Ensign / Public Affairs Officer USCGC TAHOMA

The New Bedford homeported Coast Guard Cutter Tahoma and a 41 foot utility boat from Coast Guard Station Castle Hill, Rhode Island provided emergency assistance to the 50 foot lobster boat Quest after it hit a submerged object and started taking on water the 5th of October.

Station Castle Hill received a radio call at midnight from the Quest saying that they had hit something in the waters off Fort Adams and were taking

on more water than their pumps could keep up with. station Castle Hill's small boat arrived on scene, stabilized the situation and towed the Quest to the State Pier in Newport.

The Tahoma, which was in drydock next to the State Pier received a telephone call from Castle Hill requesting additional personnel and pumps to help dewater the fishing vessel.

At 3:00 AM the flooding was brought under control by Tahoma and Castle Hill

personnel and a temporary patch had been placed on the hull by a commercial diver. The next day the Quest was hauled out of the water for permanent repairs.

The skipper of the Quest said it was ironic that just earlier this summer he had assisted Station Castle Hill in the rescue of another fishing vessel. He said he didn't like being the one getting rescued but he was very grateful to the Coast Guard for saving his boat.

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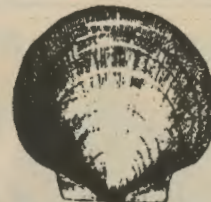
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SCALLOP LANDINGS



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Tuesday, October 22, 1991 *No Scallopers At Auction*

Wednesday, October 23, 1991 *Cheryl Ann* 8,700 lbs \$4.95 Channel

Thursday, October 24, 1991 *Endurance* 5,700 lbs \$4.90 Channel

Friday, October 25, 1991 *No Scallopers At Auction*

Monday, October 28, 1991 *Mariner* 3,800 lbs \$4.90 Channel

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Tuesday, October 29, 1991 *Discovery* 5,200 lbs \$4.65 New York

Frontier 4,500 lbs \$4.90 Channel

Wednesday, October 30, 1991 *Enterprise* 4,000 lbs \$4.89 Channel

Jupiter 6,200 lbs \$4.85 Channel

Thursday, October 31 1991 *Celtic* 5,000 lbs \$5.09 Channel

Friday, November 1, 1991 *No Scallopers At Auction*

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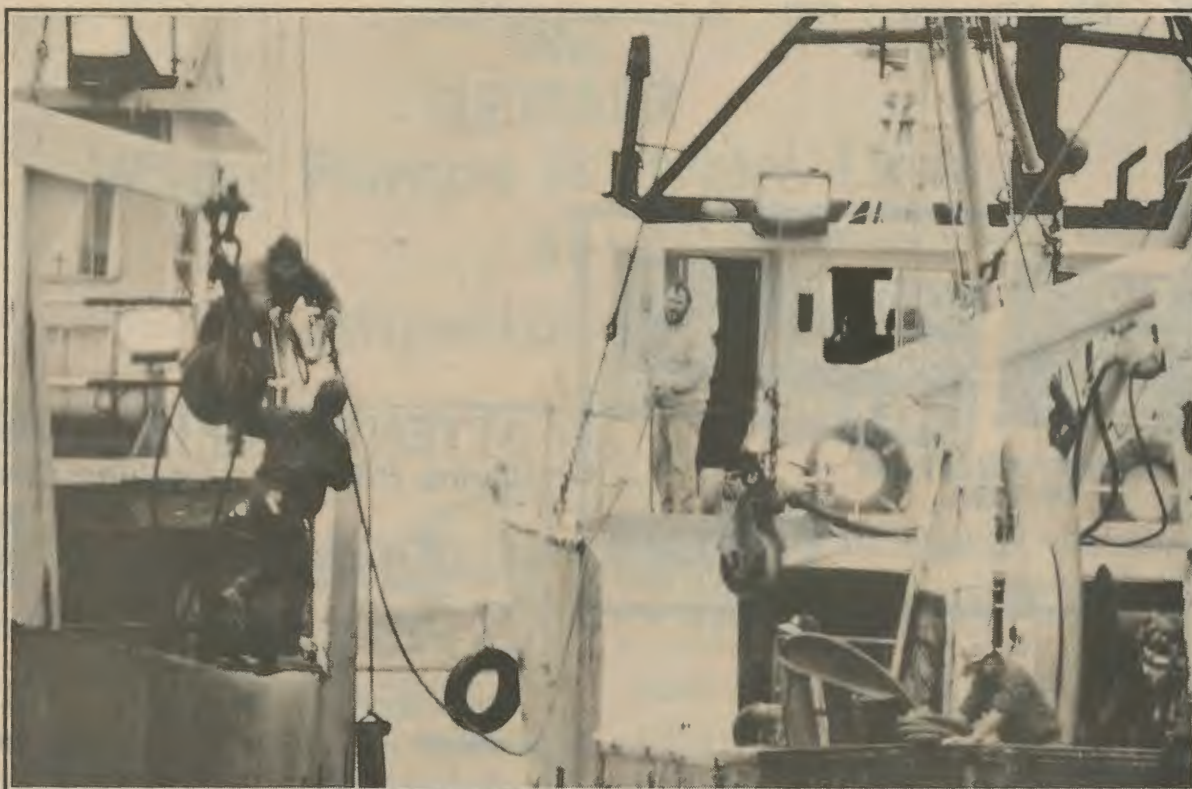
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K 18,000

TOTAL 132,100 lbs

Oct 21, 1991

Monday

200 lbs

53,300 lbs

47,700 lbs

8,100 lbs

5,500 lbs

1,100 lbs

2,800 lbs

13,400 lbs

Haddock Large 1.15/ Scrod 1.15

Cod all .80-1.30

Blackbacks Large BB 1.00-1.60/ Small BB 1.00-1.50/ PW 1.00-1.40

Georges Flounder 1.40/ LBB 1.40/ SBB 1.25

Dabs 1.25/ Small Dabs .95/ PW .80

Greysole 2.00/ Small Greys .150/ PW 1.00

Sand Dabs .50-.80

Yellowtails 100-120 count .60-1.55/ 160-180 count 1.25-1.55

Blue Seas II 15,100/ Elizabeth 16,500/ Neves 17,000/ Santo Antonio 17,400/ Seel 27,500/ Shannon III 12,400/ So Crusader 18,500/ Susie K 14,000

TOTAL 138,400 lbs

Oct 22, 1991

Tuesday

100 lbs

60,000 lbs

42,000 lbs

1,800 lbs

5,200 lbs

1,200 lbs

20,400 lbs

7,700 lbs

Haddock 1.00

Cod Large 1.05-1.40/ Market 1.05-1.50/ Scrod 1.05-1.50

Blackbacks Large BB 1.10-1.75/ Small BB 1.10-1.70/ PW 1.10-1.60

Georges Flounder 1.60/ Blackbacks 1.50/ Small BB 1.50/ PW 1.50

Dabs 1.10-1.20/ Small Dabs .80-1.00/ PW .60-1.00

Greysole 1.50-2.00/ Small grey 1.50-1.70/ PW .60

Sand Dabs .56-.60

Yellowtail 100-120 count 1.40-2.00/ 160-180 count 1.75-2.00

Creole Belle 11,000/ Impulse 14,000

TOTAL 25,000 lbs

Oct 23, 1991

Wednesday

3,800 lbs

8,200 lbs

11,000 lbs

2,000 lbs

Cod all 1.40

Blackbacks 1.30

Fluke J 1.21/ S 1.17/ M 1.20

Sand Dabs 1.00

Calypso 17,800/ Capt Mano 9,700/ Iberia II 16,100/ Libby II 8,300/ Rams 41,400/ Ria De Aveiro 12,400/ United States 17,800/ Vila De Ilhavo 14,900

TOTAL 138,400 lbs

Oct 24, 1991

Thursday

36,900 lbs

29,500 lbs

27,100 lbs

4,500 lbs

7,500 lbs

100 lbs

500 lbs

7,100 lbs

25,200 lbs

Cod Large 1.15-1.40/ Markets 1.20-1.40/ Scrod 1.05-1.40

Blackbacks Large BB 1.20-1.65/ Small BB 1.30-1.40/ PW 1.30-1.40

Georges Flounder 1.90/ Large & Small BB 1.65-1.75/ PW .90-1.00

Pollock .85

Dabs 1.00/ Small Dabs .80-1.00/ PW .60-1.00

Fluke 1.00

Greysole 2.00/ S Greys 2.00/ PW .60

Sand Dabs .40-.90

Yellowtail 90-100 count 1.20/ 100-120 count 1.35-1.40/ 160-180 count 1.05-1.18

Atlantic Star 11,200/ Bonansa 13,500/ Isabel S 25,000/ Lady Laura 14,000/ Nauset 16,600

TOTAL 80,300 lbs

Oct 25, 1991

Friday

14,300 lbs

17,300 lbs

22,300 lbs

4,000 lbs

2,000 lbs

3,300 lbs

17,100 lbs

Cod Large .98-1.70/ Market .60-1.70/ Scrod .60-1.70

Blackbacks Large BB 1.55/ Small BB 1.05-1.55/ PW .60-1.00

Georges Flounder 1.14-1.60/ BB 1.14-1.50/ Small BB 1.14-1.45/ PW 1.10-1.14

Dabs 1.00-1.10

Fluke 1.10

Sand Dabs .45

Yellowtail 100-120 count 1.40-1.80/ 160-180 count 1.10

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TOTAL 209,300 lbs
59,800 lbs
54,000 lbs
36,600 lbs
6,100 lbs
1,400 lbs
14,800 lbs
36,600 lbs

**Oct 28, 1991
Monday**

Cod Whale 1.10-1.25/ Large 1.00-2.00/ Market 1.25-2.00/ Scrod 1.10-2.00
Blackbacks Large BB 1.00-1.30/ Small BB 1.00-1.30/ PW .80-1.30
Georges Rounder 1.40/ PW 1.10-1.40
Dabs 1.00-1.10
Fluke 1.00-1.10
Sand Dabs .80-1.10
Yellowtail 90-110 count 1.10/ 100-120 count 1.00-1.40 / 120-140 count 1.00/
140-160 count 1.10/ 160-180 count 1.00-1.15

Costa Da Gale 14,700/ Cowboy 12,700/ Galicia 19,800/ Helen Marie 14,800/ Mayflower 24,700/ Mischief 13,000

TOTAL 99,700 lbs
39,800 lbs
36,800 lbs
700 lbs
10,800 lbs
11,600 lbs

**Oct 29, 1991
Tuesday**

Cod Large 1.20-1.50/ Market & Scrod 1.20-1.75
Blackbacks Large BB 1.20-1.30/ Small BB 1.20-1.30/ PW 1.00-1.30
Fluke 1.00
Sand Dabs .60-1.00
Yellowtail 100-120 count 1.20-1.75/ 120-140 count 1.40/ 140-160 count 1.20/
160-180 count 1.10-1.75

Linda & Ilda 19,000/ Niagara Falls 13,400/ Senhora Da Boa Viagem 9,800

TOTAL 42,200 lbs
200 lbs
21,300 lbs
18,300 lbs
300 lbs
1,400 lbs
700 lbs

**Oct 30, 1991
Wednesday**

Haddock 1.75
Cod ,Market & Scrod 1.40
Blackbacks Large BB 1.40-1.75/ Small BB 1.40-1.70/ PW 1.15-1.55
Pollock 1.00
Sand Dabs 1.00
Yellowtail 100-120 count 1.80/ 160-180 count 1.50

Alem Mar 10,000/ Buenos Aires 6,700/ Exact 18,000/ Rams 3,000/ S. Pedro 5,900/ Triunfo 13,800/ Voyager I 8,600

TOTAL 66,000 lbs
23,200 lbs
8,700 lbs
16,200 lbs
5,000 lbs
400 lbs
900 lbs
5,400 lbs
6,200 lbs

**Oct 31, 1991
Thursday**

Cod Large 1.50-2.00/ Market & Scrod 1.40-2.00
Blackbacks 1.30-1.90/ Small 1.30-1.90/ PW 1.30-1.65
Georges Rounder 2.20-2.25/ Large 2.20/ Small 2.10-2.14/ PW 2.05-2.40
Dabs 1.60/ Small 1.40/ PW 1.40
Fluke 1.60
Greysole 2.30/ Small 1.85/ PW 1.00
Sand Dabs 1.00
Yellowtail 90-110 count 1.60/ 100-120 count 1.60-1.75/ 140-160 count 1.40/
160-180 count 1.60-1.75

Maria Angela 9,800/ Susie K 8,000

TOTAL 17,800 lbs
200 lbs
3,000 lbs
6,500 lbs
3,000 lbs
5,100 lbs

**Nov 1, 1991
Friday**

Haddock 2.25
Cod Large , Market & Scrod 1.80
Blackbacks 1.80-2.25
Fluke 2.00
Yellowtail 100-120 count 1.90 / 160-180 count 1.90

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by
Richard C. Hiscock

A Look At Exposure Suits, Ring Buoys and Distress Signals

In this issue of SAFETY NOTES we depart from our discussion of new fishing industry vessel regulations already in effect, and turn to three important provisions that come in to force on **15 November 1991**, namely: **Immersion (Exposure) Suits, Ring Buoys and Visual Distress Signals (VDS)**

NOTE: it is necessary to understand several definitions when discussing these and other fishing vessel safety regulations.

"Length" means the length listed on the vessel's Certificate of Documentation or Certificate of Numbers.

"Cold water" areas are those areas where the monthly mean low water temperature is normally 59 degrees F. or less. During the months of November, December, January, February, March, April and May the "coastal waters" of New England are "cold waters". During the months of June, July, August, September and October portions of the waters adjacent to the coast are not considered "cold waters". (See Navigation and Inspection Circular No. 791 for the details of Cold Water Determinations)

"Coastal waters" (from 33 CFR 175.105) means the territorial seas of the U.S., and those waters directly connected to the territorial seas (bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nautical miles between opposite

shorelines to the first point where the largest distance between shoreline narrows to 2 miles, as shown on the current edition of the appropriate National Ocean Service chart used for navigation. Shoreline: of islands or points of land present within a waterway are considered when determining the distance between opposite shoreline.

IMMERSION SUITS (46 CFR 28.110)

After November 15, 1991, most fishing industry vessels in New England (including sail vessels and manned barges) are required to carry immersion (exposure) suits, as follows:

Documented fishing industry vessels operating beyond the boundary line, North of 32 degrees: North [vicinity of Savannah, GA] must be equipped with at least one CG Approved Immersion Suit (CG 160.171) or Exposure Suit (CG 160.071) for each person on board (POB).

Documented fishing industry vessels operating inside the boundary line on "cold water" areas including adjacent "coastal waters" must be equipped with at least one CC Approved Immersion Suit (CG 160.171) or Exposure suit (CG 160.071) for each POB.

Fishing industry vessels which are not

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documented operating in "cold water" area;, including adjacent "coastal waters" and beyond must be equipped with at least one CC Approved Immersion suit. (CG 160. 171.) or Exposure Suit (CC 160.071) for each POB.

Each immersion (exposure) suit must be:

-of a suitable size, for each person on board;
-be in serviceable condition, meaning no rot, broken straps or stitching, punctures, tears or serious deterioration, and that the suit is able to operate for its intended purpose.readily accessible, meaning that each wearable PFD, including immersion (exposure) suit, must be stowed so that it is readily accessible to the individual for whom it is intended, from both the individual's normal work station and berthing area. If there is no location accessible to both the work station and the berthing area an appropriate suit must be stored in each location.

PFD LIGHTS: If the vessel is operating on coastal waters and beyond the suit must be equipped with an APPROVED PFD Light, securely attached to the

shoulder area of each suit.

MARKING: immersion (exposure) suits, must be marked with either the name of the vessel, the owner of the suit, or the person to whom the suit is assigned. Marking is to be in block capital letters. It is recommended that letters be at least one inch in height and in a contrasting color. A good permanent marker can be used, but you are cautioned not to use a marker with an alcohol base when marking immersion or exposure suits, as the material can be damaged.

NOTES:

Vessels that are required to carry immersion (exposure) suits are not required to carry other wearable PFDs (Type I, II, III, V, etc.)

- Until 1 September 1993, individuals weighing less than 44 pounds may substitute an approved PFD of the appropriate size for a required immersion (exposure) suit.

RING BUOYS (46 CFR 28.115)

Current regulations require only one throwable device on vessels 26 feet and over. This will change on November 15, 1991 when each fishing industry vessel must be

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equipped with the throwable flotation device(s) specified below:

VESSEL LESS THAN 16 FEET:

- no ring buoy or Type IV PFD required.

VESSEL 16 FEET OR MORE, BUT LESS THAN 26 FEET:

- 1 Type IV PFD, either a buoyant cushion or Approved ring buoy.
- A ring buoy must be equipped with a line of at least 60 feet in length.

VESSEL 26 FEET OR MORE, BUT LESS THAN 65 FEET:

- 1 Approved Ring Buoy (Approval No: 160.009 or 160.050)
- Orange in color.
- At least 24 inches in diameter.
- At least one ring buoy must be equipped with a line of at least 60 feet in length.

VESSEL 65 FEET OR MORE:

- 3 Approved Ring Buoy (Approval No: 160.050)
- Orange in color.
- At least 24 inches in diameter
- At least one ring buoy must be equipped with a line of at least 90 foot in length.

NOTE: vessel less than 65 feet in length, a CG Approved Ring Buoy of 20 inches in diameter or more, regardless of color (white or orange), which is in serviceable condition and which was installed on board before 15 September 1991, may be used to meet the requirements outlined above.

Also certain Type V PFDs are approved for use in substitution for Type IV PFDs, when used in accordance with the conditions stated in the CG Approval label. The regulations do not state what size or type of line is required on ring buoys. But, it is suggested that a buoyant (it floats) line with a diameter of approximately 3/8's of an inch would be suitable

MARKING: After 1 September 1992 ring buoys are required to be marked with the name of the vessel in block capital letters, be equipped with approved retroreflective material arranged in accordance with international convention.

VISUAL DISTRESS SIGNALS (46 CFR 28.145)

After 15 November 1991 fishing industry vessels must be equipped with the Visual Distress Signals (VDS) specified below:

Ocean, more than 50 miles from coastline.

3 SOLAS parachute flares (CG 160.136)

6 SOLAS hand flares (CG 160.121)

3 SOLAS smoke signals (CG 160.122)

Ocean, 3 miles to 50 miles from coastline

Great Lakes more than 3 mile: from coastline.

3 parachute flares (CG 160.136 or 160.036)

6 hand flares (CG 160.121 or 160.021)

3 smoke signal: (CG 160.122, 160.022 or 160.037)

The VDS kits described above are not the same as those currently available for recreational vessels. Kits specifically for fishing industry vessels will be available at fishing gear supply stores shortly.

Coastal waters;

Great Lakes within 3 miles of coastline.

Night signals: 3 CG Approved flares or Electric Distress Light (CG 161.013).

Day signals: 3 CG Approved flares or 3 CO Approved smoke signals, or one Distress Flag (CG 161.072).


NOTE:

If flares are carried, the same 3 flares may be counted toward meeting both the day and night signal requirement.

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STORAGE of VDS:

It is recommended that Visual Distress Signals be stored where they are readily available for use in an emergency. Flares should be kept in a waterproof container (an ammunition box works very well), and stored in a cool, dry place.

In the next issue of SAFETY NOTES we will return to our discussion of fishing vessel safety regulations already in effect, specifically anchors and rode, radar reflectors, communications equipment, and the requirement for self-contained breathing apparatus on vessels using ammonia as a refrigerant.

If you have questions or would like a copy of the complete regulations please contact LCDR Paul Von Protz or LT. Ted Harrington, First Coast Guard District Fishing Vessel Safety Coordinator, at 617-223-8440.

A reminder that inflatable liferafts should only be serviced by a facility that is authorized by the manufacturer of the raft. Manufacturers will be happy to provide you with a list of service facilities authorized to

service their products. Most service facilities will be happy to provide you with a copy of the letter from the manufacturer authorizing service of their rafts. Service facilities for Coast Guard Approved inflatable liferafts are also approved by the Coast Guard. If you have any doubts about whether a service facility is authorized to service your raft., ask for copies of authorizing documents. Inflatable liferafts serviced by unauthorized facilities have been known to fail.

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182

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IMPLEMENTATION DATES for NEW ENGLAND COMMERCIAL FISHING INDUSTRY VESSELS - SAFETY REGULATIONS

15 SEPT 1991 - ALL VESSELS

- *Additional casualty reporting requirements. [28.80]
- *Crewmen required to report of injury within 7 days. [28.90]
- *Wearable personal flotation devices (PFDs, immersion or exposure suits) must be marked with either: the name of the vessel, the owner of the device, or the individual to whom it is assigned. [28.13b(d)]
- *Lifesaving equipment on board must be maintained and inspected at regular intervals. [Sec table at 28.140]
- *Additional requirements for Fire Extinguisher on vessels 65 feet and over. [26.160]
- *Injury placard. [28.165]

15 SEPT 1991 - DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE, OR WITH 16 OR MORE PERSONS ON BOARD.

- *Vessels using ammonia as a refrigerant must be equipped with two (2) self-contained breathing apparatus and spare bottles. [28.205]
- *First-Aid Manual and First-Aid Kit. [28.210]
- *Machinery guards. [28.215]
- *Navigation publications [28.225], including: Charts, Coast Pilot, Light List, Tide Tables, Current Tables, and
- Inland Rules of Road for vessels 40 feet or more operating inside COLREG Demarcation Line.
- *Compass and deviation card. [28.230]
- *Anchor and rode appropriate for vessel. [28.235]
- * Radar reflector for nonmetallic vessels that are not

visible on radar at six miles. [28.235]

- * Communications equipment VHF/SSB, emergency power. [28.245]
- * High water alarms for vessels 36 feet and over [28.250]
- * Bilge pumping systems. [28.255]
- * Electronic position fixing devices (LORAN/GPS, etc) for vessel 79 feet or more. [28.260]
- * Emergency instructions [28.265]
- * Drills, training and safety orientation. [28.270]

15 NOV 1991 - ALL VESSELS

- * Immersion Suits. [28.110]
- * Additional Ring Buoy requirements [28.115]
- * Visual Distress signals. [28.145]

1 SEP 1992 ALL VESSELS

- * Lifesaving equipment marking. [28.135]

1 SEP 1992 - DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE, OR WITH 16 OR MORE PERSONS ON BOARD.

- * General Alarms. [28.240]

1 SEP 1993 - ALL VESSELS

- * Survival craft: liferafts, buoyant apparatus, etc. [28.120]

1 SEP 1993 - DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE, OR WITH 16 OR MORE PERSONS ON BOARD.

- * First-Aid and CPR training. [28.210(c)(d)(c)]

1 SEP 1994 - DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE, OR WITH 16 OR MORE PERSONS ON BOARD.

- *Drills, training and safety orientation must be conducted by a qualified (trained) person. [28.270]

Halloween Storm Causes Extensive Damage On Cape

Written By Richard Hiscock

CHATHAM - FROM LOCAL SOURCES An intense northeast storm has ravaged coastal New England on October 30, resulting in extensive shoreline and vessel damage. Sustained winds of over 50 MPH with gusts reported to 70 MPH drove already high tides into bays harbors and inlets resulting in considerable flooding.

Tides, according to knowledgeable observers, were higher than those experienced in the Blizzard of 75, a northeast snowstorm that blanketed Massachusetts with up to two feet of snow and also caused extensive flooding damage.

The shores of Chatham Harbor were littered with debris from summer cabins, "camps" that were located on North Beach a portion of Nauset Beach in Chatham.

Several fishing vessels were reported ashore. A preliminary list follows: F/V YELLOW BIRD, F/V ASYLUM, F/V CHRISTEN, F/V SPARROW. Several of these vessels are reported to have sustained heavy damage.

FROM PRESS REPORTS - The Coast Guard rescued the crew at the Florida based F/V MICHELLE LANE after it went aground on Nomans Land a small island south of

Marthas Vineyard Island. Rescued from their liferaft, which they had dragged ashore for shelter, were the Captain and owner Mike Montgerzcio, and crew members Thomas Albee, Mike Trainham and Mark Wrigley. Montgerzcio as injured during the rescue, but released after treatment at Falmouth Hospital.

The crew of the .70-foot sailing vessel SATORI was rescued 120 miles southwest of Nantucket Island by a Coast Guard helicopter from Coast Guard Air Station - Cape Cod. The vessel was in route from Portland, Maine to Bermuda when it was caught in the storm. Rescued from the vessel were: Karen Stimpson 40, Sue Bylander 38, and the master, Ray Leonard 60.

In another ocean rescue 200 miles off the coast of Maryland the crew of the sailing vessel SNOWY EGRET were rescued by a Coast Guard helicopter from Elizabeth City, North Carolina. Russell DeConti and three other men were airlifted after the 39-foot vessel was damaged in the storm.

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Stir Fry Scallops

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|-------------------------------|---|
| 1/2 lb fresh scallops | 2 tblspn soy sauce |
| 3 cloves garlic* | 1/8 tsp red pepper powder or to taste |
| 1/2 inch piece fresh ginger* | 1/4 lbs fresh mushrooms, sliced |
| 3 tblspn cooking oil | 3 scallions, cut in 1/2 inch pieces including green tops |
| 1 small rib of celery, sliced | 4-5 water chestnuts |
| 1-1/2 tblspn black bean sauce | |

If using large-size scallops, cut in 4-6 pieces each. Cut garlic and ginger into match-head-size pieces. Prepare all other sliced vegetables. Heat oil in pan or wok over medium flame. When oil is hot, add garlic and ginger. (To test the oil temperature before beginning to stir fry, drop in a piece of ginger; it should float to the top and sizzle. The ginger will fall to the bottom if the oil is not hot enough.) Stir fry for 30 seconds. Add celery and cook for 30 seconds longer. Add scallops and stir fry for 1 minute. Add black bean sauce, soy sauce, and red pepper. Stir for one minute. Add mushrooms, scallions and water chestnuts and cook for 1102 minutes longer. Serve over hot cooked rice (Prepare rice before beginning on the stir fry portion.) Serves 2103.

*Amount may be halved depending on personal preference.

Note: Salted black beans are available in oriental food stores and some grocery stores. The beans are mashed at home to make the sauce. If black beans are not available, increase soy sauce to 1/4 cup or to taste.

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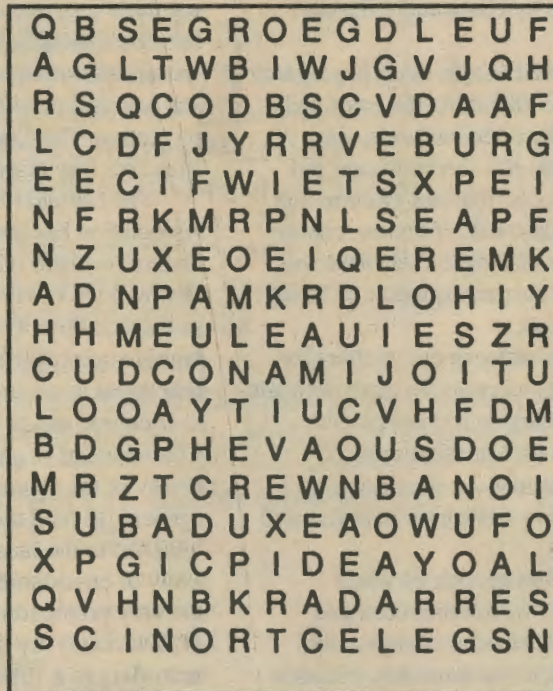
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Word Scrambler

Unscramble the words below, one letter to each square.

- | | |
|--|---|
| 1. REAMD/COEFSR <div style="display: flex; border: 1px solid black; width: 150px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 150px; height: 20px; margin: 2px 0;"></div> | 4. VYAN <div style="display: flex; border: 1px solid black; width: 80px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 80px; height: 20px; margin: 2px 0;"></div> |
| 2. DOELRIS <div style="display: flex; border: 1px solid black; width: 120px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 120px; height: 20px; margin: 2px 0;"></div> | 5. AAPDER <div style="display: flex; border: 1px solid black; width: 120px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 120px; height: 20px; margin: 2px 0;"></div> |
| 3. RHEO <div style="display: flex; border: 1px solid black; width: 80px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 80px; height: 20px; margin: 2px 0;"></div> | 6. NEDIUT/SSTTEA <div style="display: flex; border: 1px solid black; width: 200px; height: 20px; margin: 2px 0;"></div> <div style="display: flex; border: 1px solid black; width: 200px; height: 20px; margin: 2px 0;"></div> |

Now unscramble the circled letters to form the mystery word.

Mystery Word

*Answers
to Games
Page 29*

Coalition For Buzzards Bay Urges Citizen Action On Wetland Protection

The people of Massachusetts and across the nation risk losing a valuable resource if proposals in Washington go unchallenged. Wetlands on the coast and inland are under assault from industries that want to use them for their own purposes.

Under this pressure, the U.S. Environmental Protection Agency has proposed redefinition of what a wetland is. If accepted, these changes will free up for development millions of coastal and inland acres now protected across the country, including many thousands in Massachusetts.

Nationally, as much as a third of our remaining wetlands could lose protection, which would have far-reaching economic and environmental effects.

Already, 53% of the lower 48 states' wetlands have vanished over the past 200 years. People did not realize earlier the value of wetlands, considering them wasteland to be filled and made "productive." But that impression has given way to an appreciation of what wetlands do: serve as nurseries for the seafood industry, protect shorelines from erosion, protect and store groundwater, provide flood control, filter toxics and other harmful substances, provide habitat for wildlife, keep areas cooler in the face of global warming, and more.

Land in Massachusetts was about 17% wetland. Roughly 50% of that wetland acreage has been drained for commercial, agricultural, or real estate uses. Now half of what is left is about to be removed from Federal protection — if the EPA's proposed changes in its Federal Manual for Identifying and Delineating Jurisdictional Wetlands are adopted. This is why citizens can and must

speak up by contacting officials below.

Massachusetts lands in jeopardy lie inland and along the coast and include forested wetlands, wet meadows, non-forested bogs and vernal pools, forested swamps and floodplains, and, of course, coastal marshes and vegetation. Here are some of the consequences of losing these areas:

Less water in our aquifers for drinking and crops because wetlands now recharge our underground reserves (in Massachusetts, 60 municipalities get their drinking water from wells in or near forested wetlands).

Increased costs of water treatment for communities and industries because of pollutants, metals, and nutrients that wetlands now remove.

Flooding downstream when wetlands are drained.

Flooded basements and failing septic systems if homes are built there (potentially leading to contaminated drinking water and to public expense of building sewers and sewage treatment plants).

Diminished nursery areas for seafood: 77% of U.S. marketable fish is dependent on wetlands. That 77% is by weight; it works out to 71% by value. Percentages are regional: Gulf of Mexico fish are 98% dependent on wetlands; Southeast Atlantic, 94%; Northeast Atlantic, 41%

Shellfish bed closures along the coast due to pollution that would have been filtered out by wetlands upstream.

Migratory birds, rare and endangered vegetation, amphibians, and other wildlife that depend on seasonal pools will be diminished.

Low yields of row crops on land too wet for such agriculture. Some

say there's no need for concern here because Massachusetts law governing wetlands is stronger than Federal law and will still provide adequate protection. The Coalition For Buzzards Bay disagrees.

The National Homebuilders Association has stated that if the Federal wetland rules are downgraded it will then push the states to follow. Their powerful, highly-successful lobby makes this a real threat to concerned citizens everywhere and to Conservation Commissions in particular. The ability of the Commissions and other agencies to hold the line will be lessened in the face of this chipping away of environmental protection — the very protection that at least 76% of Americans say they value, according to a 1989 Harris poll. And even with our present protection in Massachusetts, we are losing 1,000 acres of wetland yearly through the "nibbling" effect of permits. The Sierra Club, incidentally, estimates that 2,000,000 acres of wetlands will lose protection in New England if the EPA changes go through.

The EPA's proposed changes come at a time when wetlands are also threatened by a barrage of legislation in Washington, chief among them House of Representatives 1330. Sponsored by Rep. Jimmy Hayes (D-LA), this bill would seriously weaken wetlands protection.

WHAT CITIZENS CAN DO:
Write to President Bush immediately. Tell him you strongly oppose the changes in the EPA Federal Wetlands Manual and all bills weakening wetlands protection, especially H.1330. Please write to:

President George Bush, The White House, 1600 Pennsylvania Avenue, Washington, DC 20500

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Answers to Games on Page 27....

Word Scrambler answers:

1. Armed Forces
2. Soldier
3. Hero
4. Navy
5. Parade
6. United States

Mystery Word: Veterans Day

OBSE-GRGE-SD-LEUF
AGLTWBIWJGVJQH
RSOG-DB-SCVDAAF
LCDFJYHVV-BURF
EEG-FW-EXPEI
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Fish Expo 91

By José Vinagre

Quando nos é oportuno se sempre que for possível visitamos certames onde o tópico principal é a indústria da pesca.

Visitámos pela terceira vez o certame da costa oeste realizado na bonita cidade de Seattle no estado de Washington, que tem sido alternado nos últimos 25 anos entre aquela cidade e Boston.

Este ano aproximadamente mil companhias apresentaram os seus serviços e produtos a uma multidão de visitantes de várias partes do mundo. Bancos estaleiros, estaleiros, electrónicos serviços de reparação, vestuário de trabalho marítimo, fabricantes de redes e cabos, (diga-se de passagem, duas eram portuguesas), e toda a gama de materiais dedicados primariamente a pesca do pollack, salmão e caranguejo do Alasca.

Um total de dez palestras foram oferecidas pelos organizadores, com tópicos abrangendo reparação de refrigeração, como trabalhar dentro do sistema de quotas de pesca, novos regulamentos de segurança a Guarda Costeira e seus serviços, culinária -- peixe é comida -- e como prepará-lo; reparações mecânicas no alto mar, como alterar o seu barco em colaboração com o estaleiro, como melhorar os mercados do salmão, o que é que acontece aos pescadores de redes fixas da Califórnia, e o que o pescador pode fazer para reconstruir o habitat marítimo.

Em 1990 um referendo apoiado em grande parte por associações de pesca desportiva pôs termo as pescas de redes fixas. Uma campanha em

protecção de baleias e golfinhos levou votantes mal informados a votar na eliminação de postos de trabalho para muitos pescadores. Também poderá acontecer aqui se pescadores (comerciais) não tomarem uma acção mais activa nas suas associações.

A queda drástica no preço do salmão foi um dos assuntos mais discutidos durante os 4 dias da conferência. As condições económicas globais afectaram em grande parte o maior comprador de salmão, que é o Japão, adicionado ao facto que os criadores de salmão riomarinho. A abundância de salmão no mercado trouxe o preço a um ponto que tem posto muitos pescadores na linha do desemprego.

Uma das fases mais produtivas da indústria é a grande campanha a pesca do pollack. Peixe de grande abundância no norte Pacífico, que na sua maior parte é preparado por barcos fábricas. Surimi, é a palavra mais frequentemente ouvida. Uma palavra japonesa que significa (mistura de peixe). O que muitas vezes se vê nas peixarias que parece pernas de caranguejo, é nada mais nada menos do que uma mistura de 90% de pollack e 10% caranguejo ou produto semelhante. Alguns "scallops" são preparados da mesma forma. Em anos passados, os russos e os japoneses eram os pescadores com mais influência no Pacífico Norte. Contudo, alguns noruegueses começaram as suas frotas e hoje têm barcos cujos projectos têm custado tanto como 45 milhões de dólares. A produção diária destes barcos é de aproximadamente 200 mil dólares.

Frequentar estes certames é como frequentar um curso de fim de semana, e talvez porque as condições das pescas requerem que o pescador diversifique, encontramos muitos pescadores a tentarem aprender outros cursos a seguir quando o seu modo habitual de ganhar o pão de cada dia é alterado por regulamentos, condições económicas ou falta de recursos. Devemos apontar que estavam presentes alguns pescadores da zona de New Bedford. Contudo nenhum flava português. Talvez a nossa gente já sabe tudo!?



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Photo By Gary Golas

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POR SI, ELES "LUTARÃO" COMO MAIS NINGUEM.

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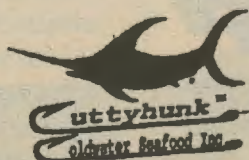
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